

Reference Notes

- * Less than maximum flap setting.
- 1. Engines equipped with P-36 acoustical treatment.
- 2. Quiet nacelles and double wall fan duct treatment.
- 3. Double wall fan duct treatment.
- 4. Retain from AC 36-3A.
- 5. Estimated using non-certification measurement data.
- 6. Nacelle with fixed lip inlet.
- 7. Increased takeoff thrust rating.
- 8. Thrust cutback used.
- 9. ICAO Annex 16 certification data source.
- 10. DOT/FAA noise measurements.
- 11. Propeller noise estimation model.
- 12. Certification spectra analyzed to obtain dBA.
- 13. Estimated using certification data from aircraft with similar engines.
- 14. Estimated using the Integrated Noise Model (INM).
- 15. Based on manufacturer's data.
- 16. Equipped with hushkit.
- 17. Equipped with Learavia engine suppressor nozzle and ECR 936.
- 18. Equipped with Learavia engine suppressor nozzle.
- 19. DGAC noise measurements.
- 20. Equipped with thrust reversers.
- 21. Estimated using 14 CFR part 36, Appendix G certification data.
- 22. Airbrake open on approach.
- 23. Equipped with Noise Reduction Inlet.
- 24. Fed Ex lightweight hushkit
- 25. Fed Ex heavyweight hushkit
- 26. Data for TFE-731-3R-1H also applies to TFE-731-3-1H
- 27. Equipped with modification M3530
- 28. Equipped with Boeing inlet.
- 29. Equipped with Burbank Aeronautical Corporation inlet.
- 30. AvAero lightweight hushkit
- 31. AvAero heavyweight hushkit
- 32. AvAero heavyweight hushkit with lightweight hushkit nozzle
- 33. Equipped with STAR3 STC ST00258SE
- 34. Equipped with STAR3 STC ST00259SE
- 35. Engines equipped with 48 fan outlet guide vanes
- 36. Engines equipped with 70 fan outlet guide vanes

Reference Notes

37. Re-engined with JT8D-200 series engines and MD-80 nacelles in the outboard positions. Original JT8D engine retained in center position with new internal exhaust gas mixer and new acoustically treated tailpipe.
38. Auxiliary power unit off for approach.
39. Data for PW2037 (BG-3) also applies to PW2037 (BG-12).
40. Engines equipped with Cutback Fan Blades and Quiet Fan Case.
41. Engines equipped with non-Cutback Fan Blades and Quiet Fan Case.
42. Mod Sup 39; Propeller RPM limited to 850 for approach.
43. Equipped with Modification HCM00020R
44. Equipped with auxiliary power unit.
45. Not equipped with auxiliary power unit.
46. Data also applies to center engine JT8D-9A/-15/-15A/-17/-17A/-17R/-17AR(APR Deactivated) derated to JT8D-9 thrust rating.
47. Data also applies to center engine JT8D-15A/-17/-17A/-17R/-17AR(APR Deactivated) derated to JT8D-15 thrust rating.
48. Data also applies to center engine JT8D-17A/-17R/-17AR(APR Deactivated) derated to JT8D-17 thrust rating.
49. Data also applies to center engine JT8D-9A/-15/-15A/-17/-17A/-17R/-17AR(APR Deactivated) derated per AFM Supplement.
50. Data also applies to center engine JT8D-15A/-17/-17A/-17R/-17AR(APR Deactivated) derated per AFM Supplement.
51. Center Engine Takeoff Thrust Is Derated.
52. Original Production configuration (treated tailcone).
53. Modified Production configuration (hardwall tailcone).
54. DAC Engines (Dual Annular Combustor).
55. 737-700 IGW (Increased Gross Weight).
56. Equipped With Winglets (W).
57. Engine build G01 through G06.
58. Engine build G07, G08, G09, G12, G13 or G15.
59. Engine build configuration PW4090 or PW4090-3.
60. Short Field Performance (SFP).